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Supplemental Response to Official Action

**In the Claims**

1. (currently amended) A transmission brake for a rotational member comprising:  
a motor for driving the rotational member in a drive direction, the transmission brake allowing rotation of the rotational member in an opposite direction only to the extent that the motor is driven in this opposite direction,  
a clutch positioned between the rotational member and a non-rotational housing, and  
a ramp for disengaging the clutch when the rotational member is rotated in the drive direction but not the motor in a direction opposite to the drive direction;  
wherein rollers are arranged between inclined ramp surfaces on a ramp ring, connected to a rotor of the motor, and a ramp sleeve for disengaging the clutch against the spring bias and there is a rotational play between the ramp ring and the rotational member; and  
wherein a driver pin extending through the shaft is in engagement with recesses in a radial end surface of the ramp ring, which is rotationally arranged on the rotational member.
2. (previously presented) A transmission brake according to claim 1, wherein the clutch is spring-biased into engagement.
3. (previously presented) A transmission brake according to claim 1, wherein the clutch comprises at least one brake disc, connected to the rotational member and at least one lamella connected to the housing.
4. (previously presented) A transmission brake according to claim 3, wherein the at least one brake disc is in splines engagement with a splines ring connected to the shaft via a one-way coupling.

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5. (cancelled)

6. (cancelled)

7. (cancelled)

8. (currently amended) ~~A transmission brake according to claim 6,~~ A transmission brake for a rotational member comprising:

a motor for driving the rotational member in a drive direction, the transmission brake allowing rotation of the rotational member in an opposite direction only to the extent that the motor is driven in this opposite direction,

a clutch positioned between the rotational member and a non-rotational housing,  
and

a ramp for disengaging the clutch when the rotational member is rotated in the drive direction but not the motor in a direction opposite to the drive direction'

wherein rollers are arranged between inclined ramp surfaces on a ramp ring, connected to a rotor of the motor, and a ramp sleeve for disengaging the clutch against the spring bias and there is a rotational play between the ramp ring and the rotational member; and

wherein driver elements radially protruding from a rotational member hub are in engagement with circumferential recesses in the ramp ring, the rotational member with the rotational member hub being rotationally arranged in relation to the rotor and the ramp ring being connected to the rotor.

9. (currently amended) A transmission brake having a housing comprising:  
a shaft coupled to and for engaging a brake;  
a motor having a rotor coupled to and for driving said shaft;  
a clutch positioned between said shaft and the housing;

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a ramp ring connected to the shaft for disengaging said clutch when the shaft is rotated in a drive direction, said ramp ring having inclined ramp surfaces;

a ramp sleeve communicating with said ramp ring for disengaging said clutch against a spring bias; and

a driver pin extending through said shaft engaging with recesses in a radial end surface of said ramp ring;

wherein said clutch allows rotation of said shaft in the drive direction and said clutch allows rotation of said shaft in a direction opposite to the drive direction only to the extent that the motor ~~rotates~~ is driven in this opposite direction.

10. (new) A transmission brake having a housing comprising:

a shaft coupled to and for engaging a brake;

a motor having a rotor coupled to and for driving said shaft;

a clutch positioned between said shaft and the housing;

a ramp ring connected to the shaft for disengaging said clutch when the shaft is rotated in a drive direction, said ramp ring having inclined ramp surfaces;

a ramp sleeve communicating with said ramp ring for disengaging said clutch against a spring bias; and

at least one driver element radially protruding from a shaft hub in engagement with circumferential recesses in said ramp ring, the shaft with the rotational member hub being rotationally arranged in relation to the rotor and the ramp ring being connected to the rotor;

wherein said clutch allows rotation of said shaft in the drive direction and said clutch allows rotation of said shaft in a direction opposite to the drive direction only to the extent that the motor is driven in this opposite direction.

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